

# Hopkinsville Kentuckian.

VOL. XVII.

HOPKINSVILLE, KY., FRIDAY, FEBRUARY 15, 1895.

NO. 14.

## Selling Pants Pockets.

A Pair of Pants for the Price of the Pockets.

To accommodate customers, we have sold coats and vests from suits so many times during the past six months that we find an unusually large number of odd pants of cheviot, cassimere and worsted suits—all cloths—all styles—stripes, plaids, plain, etc.,—none worth less than double—to be sold this week for the cost of the cloth and making of the pockets.

### J. H. Anderson & Co.

Cor. 10th and Main.

## WE ARE

Receiving daily our early

## Spring stock

\*Of\*

Plaid Woolens, Plaid Silks, Percales for Shirt Waists. Imported Dress Goods for early Spring wear.

Carpets, Mattings, Linoleums, Rugs. Oil Cloths. Embroideries, Laces. Dimities, Nainsooks. Gents, Ladies, Misses, and Childrens Shoes, etc.

These goods were bought under the "new tariff," and we are offering them fully 25% less than former prices.

### RICHARDS & CO.

Corner Eighth and Main Streets.

THE

## PALACE

Has Many Bargains

WE OFFER YOU

For the Next

## Twenty Days.

Gowns — 49c to \$1.99.

Ladies Vests — 17c to 37c.

Union Suits — 49c to \$1.33.

Wool Hose — 5 to 27c.

Wool Hoods — 27 to 49c.

Sailor Hats — 10 to 75c.

Ladies Hats — 5 to 99c.

Trim'd Hats — 25c to \$4.99

Ribbons, all Shades, — 2c

to 50c.

Silk Velvet — 43 to 99c.

Stamped Linens, Silk Floss.

I will make it to your interest to call. **TERMS CASH**

### MRS. ADA LAYNE.

Corner Ninth and Main streets.

### CREAM OF NEWS.

IF IT IS NEW AND TRUE THIS COLUMN HAS IT.

Heavy Damage Suit—O. V. Water Tanks Burned—Farmer's Sudden Death—Big Batch of Eddyville Recruits—Dwelling Destroyed by Fire—Lady's Serious Injury—Other Late News.

Warren County Sends a Big Bevy of Criminals to Eddyville This Week.

As a result of the Warren Circuit Court, now in session at Bowling Green, the Eddyville penitentiary's list of convicts was increased ten in number Tuesday. Tuesday morning Sheriff Robt. Rodes, Jr., Jailer C. F. Hagerman, Chief of Police Henry Jones, and Messrs. Jno. Jones, Chas. Ewing and Richard Thomas, special deputies, passed through this city, having in charge the following parties, whose crimes and penalties are given below: Dick Dilly, house breaking, three years; Wm. Davenport, cutting with intent to kill, four years; Snoden Patterson, shooting at another, one year; Dennis Finch, house breaking, three years; Luther Drake, cutting with intent to kill, three years; Sherman Hampton, house breaking, five years; Chas. Robinson, robbery, five years; Steve Holsol, robbery, five years; Joe Murrell, robbery, four years, and Sim McCormack, horse stealing, two years. All of the prisoners were colored. The officers landed the "gang" Tuesday afternoon, returning home Wednesday morning.

#### Two Water Tanks Burned.

The Ohio Valley has had two of her water tanks destroyed by fire in the past few days. On last Friday night the tank at Cerulean Springs was burned and Tuesday night the one located at Livingston, about two miles from Fredonia, was reduced to ashes. It has been a custom to have a fire kept up under the tanks at night during the extremely cold weather, and in each of the above cases the fire caught the timbers and burned the property. The company's loss is about \$800. It is quite likely that both tanks will be rebuilt at once, as it would be very inconvenient to get along without them.

#### Residence Destroyed by Fire.

The residence of Mr. T. A. Williams situated near Oak Grove, in the southern portion of this county, together with all its contents, was destroyed by fire Sunday. The fire is supposed to have caught from a defective flue in the kitchen. The total loss will amount to about \$3,500, with \$1,000 insurance upon the house.

#### Died Without Warning.

Mr. W. B. Ennis, one of the oldest and best respected citizens of Lyon county, died very suddenly last Friday morning at his residence near Eddyville. Mr. Ennis had been in feeble health for some time, but had gotten up that morning and was sitting by the fire, when, without a moment's warning, he fell over dead. He was 77 years old. Deceased was a relative of Mr. W. B. Ennis, of this city.

#### Assaulted by the Conductor.

Yesterday Mr. and Mrs. Riley Ely filed suit against the L. & N. railroad company for \$10,000 damages. In the petition it is alleged that Mrs. Ely, while enroute home from Arkansas last week, was assaulted by a sleeping car conductor on duty between Memphis and Louisville.

#### Aged Lady's Serious Injury.

Mrs. Mariah Coombs, of Fairview, aged nearly ninety years, fell on the ice one day last week badly fracturing one of her legs, and otherwise seriously injuring herself. Owing to Mr. Coombs' age, the chances are against her recovery.

#### An Expensive Smack.

Mit Ward, a Greenville lawyer, was fined \$15 in the Louisville police court Wednesday for trying to kiss two young girls whom he met on the street. Ward claimed that he tumbled against the girls.

#### New Postmaster at Casky.

Mr. A. A. Winfree was appointed postmaster at Casky Monday, vice C. T. Casky resigned. Mr. Winfree is a well-known and popular gentleman and will doubtless give general satisfaction. He has already taken charge of the office.

#### Something the Matter.

"Doctor," said the excited man, "I want you to come to the house at once. My wife's aunt, who is living with us, has something the matter with her lower jaw. She can't get her mouth shut!"

"When did it happen?" asked the medicine man, as he drew on his gloves. "I don't know just when it happened, Doc, but to-day was the first time we noticed it."—Cincinnati Tribune.

### "LOOKING FORWARD."

A PEEP INTO THE FUTURE OF THE WORLD

When All Mankind Will Be United and Anarchy and Socialism Will Be no More—Will Transportation Solve the Living Questions?



LOCOMOTION IN the nineteenth century has been a great and wonderful thing, perhaps in many instances, an amusing thing. To look over the numberless types of locomotives and steam cars invented from 1814 to 1895, is to form some slight conception of the true philosophy of progress and to realize that, after all, it is only relative. Yet the nineteenth century can be considered only as a mere initiator, an experimenter, a feverish seeker, a sower of ideas and of projects which the twentieth century, more positive, more scientific, better balanced and less sentimental and idealistic, must realize.

Three methods of traction dominate the present. Each is comfortable, speedy and economic. They are steam, electricity and cyclism, the latter representing automatic motion in a still undeveloped stage. All indicate the greatest triumph of man over mere brute force, as represented by the horse, and offer advantages so real and so appreciable as to give indubitable evidence that in the immediate future our conveyances will be reduced from the rank of necessities to that of luxuries. Then, the horse relegated to the same leisure enjoyed by the bovine species, there would no longer be heard along the highways the rhythm of trots and gallops, no joyous neighings, no stertorous breathings of nags oppressed with burdens. In their place would resound the heavy roll of wheels, the whirr of machinery, the scream of warning whistles. Everywhere steam or electric carriages, everywhere coal-oil or petroleum stations, everywhere water tanks for the boilers, restaurants for travelers, blacksmith shops for repairs in the machinery, villages transformed into miniature towns and "hayseeds" into sophisticated town-folk, the entire landscape invaded by automatic cars and aerial voyagers, flying like birds through the air.

Such vehicles will not be without character, and will lend individuality to the scene. Specially remarkable will be the large "family car," or excursion carriage, fitted with all conveniences. One feature will be the cooking of meals en route, for the boiler, utilized as a sort of homely kitchen, will facilitate the concoction of succulent stews, of hot pastry and of smoking coffee. The country doctor will adopt a convenient "Petroleum" run, as its name indicates, by petroleum and furnished with small drawers for medicines, where the heat will keep at a wholesome temperature his sordid doses, his anti-septic potions, his prophylactic vaporizers and injectors.

Traveling salesmen will speed along in "Drum cars," very giddy in color, and open at the sides so as to exhibit show cases full of tempting baits for village coquetry or country dudedom, with others will have "bargain cars" replete with strange bits of bric-a-brac in the shape of bottles, pots, cans or bales, according to the particular line they represent.

The streets of all the great cities—New York, Chicago, San Francisco, Paris or London—will be far, indeed, from the comparative calm and quiet of the present. Merely human voices of discredited coachmen and car drivers will be drowned in the prodigious and never ceasing tumult of the whistles, the bells, the gongs and other alarms from all sorts of vehicles; the shrieks of escaping steam at each accident or collision, the thunderous roll of wheels, the interminable clicking of machinery. The spectacle will be picturesque, though dangerous to the pedestrian.

No horse will appear, save in certain little riding roads in the suburban parts. Magnificent bicycles, run by the aid of electricity and developing a high rate of speed by the merest touch of the most emaciated foot, will be the fashionable thing in places like



HOW THE COUNTRY DOCTOR WILL TRAVEL the big parks. The horse truck will give place to the bicycle track, Jerome park and Monmouth park will no more attract people to see contests of Salvators and Tenneys. Instead, more exciting trials of speed will take place between famous bicyclists. Enormous prizes will be offered by rival builders of the wheels. A curious sight in all the large cities will be the electrical

funeral trains, accommodating a number of burial parties and running by schedule every day, each train consisting of half a dozen hearses and perhaps a hundred coaches for the friends of the defunct. These expresses will run at the rate of 100 miles an hour, and will deposit the bodies in the large crematory established somewhere on the shores of the Atlantic.

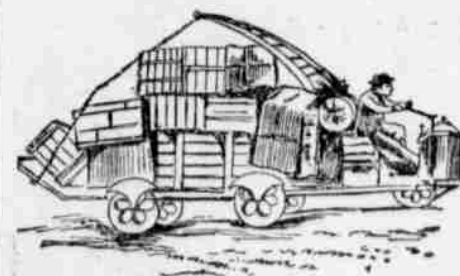
A century from now progress in transit will have almost reached its apogee. Before the new born generation has become octogenarian, the earth will be covered with a network of railways comparable to the interlarded ropes which envelop a balloon. The oceans will be docted with powerful boats which will dominate wind and tide. We may be almost certain that the problem of aerial navigation will have been partly or entirely solved.

In order to abandon the odious repetition of the future tense, let us suppose that the writer of this humble little sketch has suddenly transported himself into the year 1995; that he is a spectator looking back upon accomplished facts.

"Yes, indeed, gentlemen," he says proudly and pompously, "a century ago our fathers, absurd alike in their skepticism and in their naivete, would never have dared to predict the realization of so many projects. What meets our eyes as we look back upon New York? A miserable provincial town, badly lighted, with a few fine streets and an innumerable number of dirty, narrow alleys, badly paved, lined with unsightly and unwholesome tenements, where the seeds of vice and disease were propagated and nursed to an evil maturity. Nineteenth of its citizens were either immoral or ignorant, knowing little or nothing of neighbor, cities, ridiculously narrow and jealous in all their judgments. It took six hours to go to Boston, and twenty-four to Chicago, while San Francisco and the now magnificent metropolis of Helena, Mont., were a long, serious journey. Take a peep into any museum of antiquities and see what hideous, uncomfortable cars were used for those journeys.

"Now, gentlemen, look at our modern New York, emerged from the limbo in which it was plunged by the barbarity and unscientific stupidity of our predecessors! Let us admire the efforts which have permitted us to cover our great city with innumerable means of communication, with aerial, terrestrial and subterranean routes. Let us admire our elevated railroads, raised upon magnificent iron edifices, which add to rather than subtract from the general elegance. One hour of to-day is worth a year of the past.

"Don't you think, my dear fellow progressionists, that in the way of material needs, we have gained the summit of human ambition? What of all the problems left to us by our ancestors remains to be realized? We have tamed and domesticated the electrical forces to perfection. Aerial navigation, which for so long tortured the brains of inventors and had at last almost been abandoned as an absolutely Utopian idea, is with us a matter of the most elementary nature. To employ an old saying of the past, it has entered definitely into our manners. The aerial electro-cable, which in less than two hours puts us in communication with any point from Maine to Florida, the San Francisco, Chicago and New York limited aerophagus, which makes a journey across the continent



CARRYING FREIGHT.

A pleasant day's outing, can not surely be surpassed in swiftness, in security and in comfort. Our electric steamers put London and Paris among our next door neighbors. I say nothing of our aero-cycles, whose use is so widespread among our modern population that the skies of to-day have more men skimming through them than there were birds in the prehistoric times.

"These scientific conquests, gentlemen, have, in addition, increased the moral and physical health of the inhabitants of our planet; the diseases, the wars, the revolutions which for so many centuries afflicted our poor humanity are at last erased from the register of our misfortunes. It may be said that all these calamities and disasters had only one cause, the stagnation of being, the egotism of nations, their provincialism, their ignorance of each other—in a word, the inability under which human beings then suffered to get outside of the four walls of their own being, to judge themselves impartially. We have realized the words of a now forgotten poet of whom these barbarously worded lines have survived.

Oh, wad some power the gifte gie us

To see oursel's as ithers see us.

"It is more than sixty years ago, gentlemen, that the governments of the world, a drowsy of escaping from the follies of socialism and anarchy, realized this truth. A celebrated philosopher in an equally celebrated congress showed in 1933 that travel was the bulwark of safety of our social

institutions. But it is unnecessary for me to recall to your attention the benefits which spread all over the civilized world from the congress at Washington, which gave America, Europe, Asia and Africa their first true independence and assured the tranquility of the future. By common international accord, you will remember, it was determined to develop to the utmost all methods of transit, all possibilities of communication, to multiply railways, electric cables and aerial motors, and give free passage in these rolling hotels to citizens of all countries on the unanswerable plea that as all roads were in common the means of transport should, like the road belong to the individual. An admirable system of internal taxes permitted the realization of this program, and we must admit that it is this system of free locomotion which has made nations and cities lose the petty jealousies, mis-called patriotism, which arrayed one against the other, and the resultant mental stagnation that weakened and demoralized the world until about 1945."

Fantastic as is the philosopher's speech, may it not have an inherent possibility? The locomotion of the future will be the grand factor in developing the humanity of the future and realizing the poet's dream of The parliament of man, the federation of the world.

#### NOTES FROM EUROPE.

GERMANY is making great preparations to fitly celebrate Bismarck's eightieth birthday, which occurs April 1, 1895.

THE canal connecting the Baltic with the North sea, fifty-nine miles in length, is now finished, except a few minor details.

DURING 1894 twenty-three members of the house of lords died, sixteen of them being seventy or over, and only two members of the commons.

DUTCH socialists have the courage of their convictions; they frankly chose Mr. Rot to preside over the socialist revolutionary congress held recently at The Hague.

OVER twenty thousand persons have been set free from Russian prisons or have had their sentences lightened by the action of the new czar's proclamation of last November, and many more will be dealt with as soon as their cases can be examined.

IN Manchester, England, the town council is about to put \$1,250,000 into clearing the slums. An overcrowded and unhealthy space of five acres in the center of the city will be taken, the buildings torn down and new model workmen's dwellings erected in their stead, with large areas for playgrounds, and trees and flowers planted in open spaces.

THE widest canal in the world is said to be the Chenab irrigation canal in the northwest provinces of India. It is 110 feet broad, and will be 200 feet broad when finished. The main canal will be 450 miles long; the principal branches will have an aggregate length of 2,000 miles, and the village branches of 4,000 miles; 250,000 acres are already irrigated.

#### PEOPLE OF EUROPE.

CORNELIUS HERZ' real estate in Paris was sold recently for 1,348,000 francs.

KING OSCAR of Sweden is the only European monarch who unreservedly accepts the Darwinian theory of evolution.

SAVORGNAN DE BRAZZA has obtained leave to return to France after a residence of three years and a half on the Congo as administrator.

CHARLOTTE BRONTE's husband, Rev. E. B. Nicholas, is still alive in the south of Ireland. He married again a few years after the death of his first wife.

MR. STEAD has found a new hobby, having gone to Scotland to collect material for an onslaught on the owners of deer forests, chief among whom is an American.

JOHN BURNS, the English labor leader, is only thirty-six years of age, and is a mechanical engineer. He represents a London district in the house of commons.

It is reported that Mme. Carnot wishes the 300,000 francs which have been raised by the women of France for a memorial to M. Carnot to be used to help the widows of workmen with families.

#### WITH THE ELECTRICIANS.

A trolley car mail route between the Brooklyn (N. Y.) post office and Flatbush and Flatland, L. I., went into effect January 8. The route is over the Brooklyn City Railroad company's Flatbush avenue line.

NEGOTIATIONS are said to be in progress by the cotton states and international exposition at Atlanta, Ga., for an electric fountain of very much the same character as that which was in operation at the Chicago world's fair.

THE Cataract Electric company is to have a trolley system constructed from Niagara Falls to Tonawanda, N. Y., early in the spring, and inventors of the different methods of propulsion by electricity will be invited to test their schemes.

It is reported that a company has been formed to build an electric railway between Port Colborne and Fort Erie, Can., to run along the lake shore and connect with the summer resorts at Fort Erie Beach, Crystal Beach, Point Abino, Lake View Grove and the Solid Comfort or Humberton club.

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